



US Army Corps  
of Engineers  
Pittsburgh District

# Notice to Navigation Interests

In reply refer to  
Notice No. below

US Army Corps of Engineers, Pittsburgh District  
1000 Liberty Avenue, Pittsburgh, PA 15222-4186  
(412)395-7263

Notice No. 03-20

Date: May 12, 2003

## Locks and Dam 4, Mononghaela River, Mile 41.5 Closure of the Large 56' x 720' Lock Chamber

1. TO ALL WHOM IT MAY CONCERN: Notice is given that the U.S. Army Corps of Engineers' Repair Fleet will close and dewater the large 56' x 720' lock chamber to perform repairs to the lower miter sill and install a new air bubbler line system. The repair work is scheduled to begin at 1:00 AM on 10 June 2003 and will be completed by 11:00 PM on 3 July 2003.
2. The 56' x 720' land chamber will be closed to navigation during this work period. The 56' x 360' river chamber will remain open to all navigation during this work period. Major delays to navigation are expected.
3. General wear and deterioration of the lower miter sill and bubbler line system has made it necessary to schedule this work.
4. The Corps will institute the following lockage procedures that have been developed in cooperation with the Waterways Association of Pittsburgh. Boat locking order will be determined by arrival at Lock 4; all pilots should radio Lock 4 at the normal arrival points. No adding or swapping of barges will be allowed once the tows lock turn has been established. All tows must be ready to lock when put on the waiting list. Under normal river conditions the Lockmaster will allow, if requested by the pilot when calling for position of the tow, a towboat to lock through with a maximum of three (3) lockages. The lockages will be accomplished as a standard series of three tows in one direction. By following this procedure, there will be minimal tow make-up and approach time when changing directions.
5. During the closure of the 56' x 720' lock chamber, it will be necessary for tows to follow one another on the river guard wall when a series of lockages are being made in one direction. Each tow should be aware of the tow that they follow and be on

the river guard wall as soon as the tow enters the lock chamber. While this practice will speed up the locking process, it is imperative that tows exercise extreme caution when encountering outdraft or backlash conditions.

6. In an effort to reduce delay time at the locks, a program of "self help" by navigation interests is necessary. A "self-help" program will allow waiting towboats to assist tows out of the lock chamber. The Lockmaster will designate the helper boats as tows arrive for position. The first towboat in the second series of lockages in the opposite direction will be the designated helper boat unless conditions, equipment, or cargo prevent the use of a towboat as a helper. If there is no second series of lockages in the opposite direction, generally, the last towboat to arrive at Lock 4 will be designated the helper boat. It will be necessary for all towboats to monitor their radios 24 hours per day.

7. Other specific procedures to facilitate lockage operations through the small chamber have been developed in cooperation with the towing industry. The Corps is asking for everyone's cooperation to help make the locking operations go as smoothly as possible during the closure of the large lock chamber.

a. All excess rigging will be removed prior to entering the lock chamber for multiple-cut tows. Remaining rigging should be ready to be knocked loose after the cut is secured in the lock chamber.

b. Two locking lines, with bow and stern lines leading in opposite directions, must be available on each cut to prevent the vessel from "running" in the lock. Each line must be at least 75 feet long and 1-1/2" in diameter. To minimize locking time, all lines will stay with each cut. Lines will not be permitted to be carried from one cut to another. It is the responsibility of the vessel operator to provide adequate mooring lines to assure safe lockage.

c. At least two deckhands are required for double lockages, and three deckhands are required for triple lockages.

d. All but the last cut of tows will be made up in the lock approaches, clear of the lock gates, so as not to

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interfere with lockage operations. Final make up of tows will be done clear of lock gates.

8. The Corps will make the final determination whether to change procedures as conditions and situations develop. In accordance with standard Corps policy, the Lockmaster may also vary the locking procedure in an effort to equalize waiting times.

9. The Waterways Association of Pittsburgh agreed to have a point of contact available should an unusual circumstance arise and the Lockmaster or his representative need immediate assistance from the Waterways Association to deal with the situation.

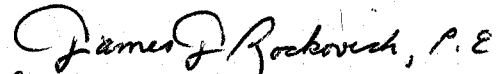
10. Information concerning lockages will be broadcast by radio channel 13 and any towboat not answering a call from the locks will be dropped to the end of the waiting list.

11. All towboats are to stay with their tows while waiting for lockages unless designated to assist other tows through the small lock.

12. Pleasure boaters and excursion boats are discouraged from locking through Lock 4, Monongahela River during the June 10 to July 3 time period. You may encounter extremely long delays since priority will be given to commercial traffic.

13. Navigators are requested to use caution when entering or leaving the small lock chamber during this closure of the large chamber to prevent a complete shutdown to navigation.

FOR THE DISTRICT ENGINEER:

  
for JAMES J. EDINGER, P.E.  
Chief, Operations and  
Readiness Division